Washington State Department of Transportation

Inspector's Daily Report

IDR Sheet 1 of 2 Sheets	Final Record Book	Page
Contract: C-7852	Day: Wednesday	Date: June 23, 2010

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

Gabe Taylor and I arrived on site around 11:45 am and met with Brad Schut (WSDOT Inspector). Brad requested that we have a conversation with Charley Murphy (Blaster) to discuss the scaling submittal and locations. Brad, Charley, and I discussed the scaling items that needed to be submitted. I stated that we had developed a spreadsheet to track the contractor's compliance with the submittal items. Brad indicated to Charley that he would share with him the information in the tracking sheet so Charley could develop his scaling submittal. Charley indicated that he had a better feel for what WSDOT needed and he would produce his submittal early next week. We also discussed the upcoming scaling locations and what type of equipment could be used to break down the large boulders. Charley indicated that he would include this in his scaling submittal package.

Brad indicated an additional location that may need to be scaled before blasting operations around station LW 1340+25. Gabe and I inspected this location and found a few nested boulders that ranged from 5 to 15 feet in dimension and were located approximately 100 to 125 feet upslope from the proposed centerline (Figure 1). The boulders were located on the slope with vegetation and a tree growing around/on the rock blocks that indicated that these boulders have not moved recently. The natural slope that the boulders rested on was around 25 to 30 degrees and no rockfall was observed in the near vicinity. I indicated to Brad that these rocks did not need to be scaled prior to blasting operations; however, he should visually inspect the area following each blast and contact the Geotechnical Division if it appears that the rock blocks have moved.

Following our inspection of the rock blocks at station LW 1340+25, Jerry Wood and Brad requested that we take a look at the overburden located between stations LW 1316+00 to 1320+00. When we arrived, the contractor was attempting to locate the top of bedrock so they could start laying back the overburden at the designed 1.50H:1V orientation. According to the contractor, the bedrock was lower than anticipated. Gabe and I both noticed that the equipment was attempting to locate the top of rock 10 to 20 feet from the compound cut hinge line (Figure 2). I indicated to Jerry and Brad that the top of rock needed to be located at the hinge line location, and regardless if it is deeper than anticipated, we needed to find that location and then locate the overburden catch upslope from there, probably chasing further upslope. Jerry indicated that this would be acceptable but he did not want to chase the cut too far upslope. I contacted Tom Badger requesting that we steepen up the overburden orientation to 1.25H:1V as it was designed for the eastern portion of the project. I told Tom that the material at the west side was similar to the east side and Tom stated that the steeper orientation was acceptable as long as we did not go steeper than 1.25H:1V. Before Gabe and I left the site, we had the contractor begin excavating test pits at the staked bedrock/overburden hinge point to locate the top of rock (Figure 3). We stayed on site for 3 to 4 of these test pits until everybody was on the same program as how and where to locate the top of rock.

Gabe and I left the site around 3:00 pm.

DOT Form 422-004A EF
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Signed

Michael P. Mulhern
Inspector

Figure 1. A photograph of the nested boulders located at approximate station 1340+25. Note the vegetation growing on and around the boulders.

Figure 2. A photograph looking at the overburden section from approximate station 1316+00 to 1320+00. Notice the pink stakes are showing the rock/ soil hinge point location.

Figure 3. A photograph showing the excavator digging test pits to locate the top of bedrock.